THE TIMES-CITY DELIVERY. elivered in any part of the city and Man-ter by w Trees at 12 cents per week.

The string the Times delivered at bomes can secure it by postal card, re-a or order through telephone No. 549, in delivery is irregular linmediate com-it should be made to the office. The ad-imay be changed as desired, if care be in all cases to mention the old and address. BY MAIL, POSTAGE PREPAID.

WEEKLY.

THE TIMES COMPANY,

THURSDAY, JUNE 26, 1890.

DONATIONS TO PUBLIC CHARITIES. The establishment of a Home for the or ans of Virginia Masons, through the libe rality and generosity of that gallant soldier and popular citizen, Captain A. G. Babpock, is only one among the many instances of charitable institutions that are destined in time to confer incalculable benefit upon eriminating philanthropy of its more opulent citizens. As the wealth of Rich Democratic members of the Louisiana Legaccumulates in amount-and it is islature, and laid before the Democratic expansion—there will be a stronger dispo- insinuating language, and is well calculated sition among those in our midst in posses- to make an impression. The writer, in addision of large fortunes to make donations for tion to the enormous amount which he deablic purposes. No people are as little clares his company is prepared to pay the

State of Louisiana annually for the privi-Add to the number of extensive property lege of a renewed charter, offers to advance lers in this community and the chances \$1,000,000 in 1890 for the building and repair of frequent gifts for the establishment of ing of levees in the different parishes of the charities and the like, will be very much in- State, and the same amount in 1891 for a creased. The noble example which has similar purpose, these advances to be rebeen set by Captain Babcock would be imitated by many of our citizens, if the amount of ten years, but not to bear interest in the of wealth in the community were larger. meanwhile. In return for these loans of Nevertheless, there are numerous men of such easy terms the president of the lottery fortune in this community who could easily company asks that the proposition looking imitate that example if they only felt the to the renewal of the company's charter

How many charities there are still to be the people, white and black and Democratic created, or if in operation, to be amply en- and Republican alike. How many public institutions, which if once established would never advisement of the caucus, and it is to be to benefit the people of Richmond and hoped that the bribe which he offers will be te in their breasts a feeling of lasting rejected. The truth is, that the lottery comtitude to the donors! Take, for instance, pany sees very plainly that it will be a public library to be founded by the gene-rosity of private individuals. Could any of tain in this Legislature, the two-thirds maour public-spirited citizens who might give jority of votes which will be required t ment of such an institution raise a more Nicholls. The hope of the company no enduring monument in perpetuation of their lies in the submission of the matter to a names and liberality? Similar instances of public institutions that might be erected through private charity could be named, but

Richmond is yet upon the threshold of its be influenced by the offers of pecuniary admaterial greatness. As far as its prost perity extends, and in proportion to its wealth, it has had no reason to complain that would be cast in case the matter con that its citizens of fortune are indifferent to public charities. It is to be hoped, howoublic charities. It is to be in this directiver, that the impulse to give in this directiver, that the impulse to give in this directive in the impulse to give in the impulse tion, which has been shown in the past, itself in, if the question of renewing the will only grow more and more unstinted, as charter of the company is submitted to the there is every probability that it will do. In people for their decision. Such a campaign the meanwhile, every instance of noble of bribery and corruption generally would generosity like that so liberally displayed be inaugurated in its borders as was never by Captain Babcock, will be regarded with observed before in the Southern States. the most grateful appreciation by all classes Every base motive and feeling would be ap.

BACE FEELING ON THE GALLOWS. the suffrage of individual citizens. All the The strength of race prejudice, and that probabilities would be favorable to its suc the sense of race superiority, were never more strikingly illustrated than in the case will have too much regard for the welfare entiment which is generally referred to as Frank Bremish, a white man, of the people of Louisiana to yield to the who was hung at Memphis on solicitations which are now being urged upon it by the officers of the Lottery der. He had been condemned to be exe der. He had been condemned to be exe, cuted on the same day and on the same sincere anxiety by all who feel an interest platform as three negro men, who were to pay the penalty of their atrocious crimes. It was arranged that all four were to be large. uched into eternity at the same moment, but when the scaffold was reached the white man requested, as a last favor, that he should be allowed to die alone, and not in the company of negroes, as that would add upheld by the people of this city in the good another pang to his ignominious ending.

His request being considered a natural one,
was at once granted, and he was not hung
until an interval of a half hour had elapsed
after the trap doors had been sprung on the

yesterday of railroad officials and represenregroes.

This is a remarkable case, but yet it tatives of the Chamber of Commerce, the would probably be repeated in every instance in which it was proposed to execute granted to corporations by the people of Viscolate had by some means or other, rewhites and blacks together at the same mo- Virginia had, by some means or other, rement. All of these four men had been sulted in divorcing from the capital of the gullty of crimes equally opposed to every Old Dominion sections naturally tributary ate of humanity and refinement. The to it, and thereby in diverting the trade of white man was apparently sunk just as low those sections to cities outside the State. as the negroes in the scale of society, his That this was unjust, not only to the business reputation was equally blackened, his self-respect, it would have been thought, was as long been recognized, and the importance irretrievably gone, and yet with an equally of the conference may, therefore, well be bloody record behind him, with a life equalled, and, above all, standing upon tant proposed concessions, especially as to the edge of the abyss of eternity, which was calculated to obliterate all impressions of worldly and earthly differences from his their arrangements be ratified by the ind, his race feeling prevails, his sense of proper authorities, as ought to be done, race superiority triumphs, and he implores great benefits will ensue. This meeting that he shall not be subjected to the discussed only passenger schedules; at a great benefits will ensue. This meeting honor of being executed along with negroes, at tact one the freight tariffs will be talked about, and when these two most important that hour they stood upon a level with himmatters have been settled satisfactorily to all parties, as can be done, the subject of mail facilities will be next in order.

fires," the post Gray declared. How blind, rant are those who proclaim so ducation alone, instead of being deeply mplanted in the human breast by nature implanted in the human breast by nature itself. What better example of the truth of this could be deduced than the instance sunk so low that he does not assert his sureform will never counteract the effects of lority over the African, and show even in his degradation that his claim rests upon a just foundation.

DECISION AGAINST TRUSTS.

Ose of the most important of recent decisions is that which has just been delivered by the New York Court of Appeals in the case of the North River Refining Company, generally known as the sugar trust case. This decision substantially sustains the decision in the court below, which attracted so much attention at the time that it was given to the public. The Court of Appeals distinctly puts the seal of its approval upon the two general principles enunciated by the lower court in the conclusions which it reached after a very panustaking examination of the authorities presented in support of both sides of the question argued. These principles are: First, all combinations teeding to limit production or enhance prices are illegal; and, second, by becoming a party to such a combination, a corporation forfeits its charter.

Enlarging upon these two principles, which are most comprehensive in their application and radical in their operation, as Court of Appeals declared that in New York State there can be no partnerships of

parate and sindependent corporations, hether directly or indirectly, through a edium of a trust; substantial consolidaions which avoid and disregard the statutory provisions must be and remain several

binations, and in a State as conspicuou and influential as New York, it would seen

as if trusts were doomed to extine tion from one end of the Union

admitted everywhere; the people of every

lens which these trusts have imposed or

law and the decisions of the courts, and it

large majority of its sister Commonwealths.

to be followed in the end by all without

LOUISIANA LOTTERY COMPANY.

One of the most interesting documents

iana Lottery Company, addressed to the

caucus for its consideration, a few days ago

shall be submitted directly to a vote of all

The letter of Mr. Morris is now under the

override the impending veto of Governor

It would be a melancholy position for

pealed to by the company, and every po

cess in case the question was so decided

OUR NATURAL FIELD.

It is to be hoped that the hands of the

It will be gratifying to those who believe

Into Deep Water.

[Chicago News.]

sunstroke.- Brother Jeems.

erence to any future trust combinations to those already in existence. Steps will Refining Company, the first movement to wards which will be the appointment of a receiver to sell and divide the assets of that company, which is a mere trust, among the stockholders of the individual corporations that compose it. When the summary pro

SUMMER RESORTS.

WHITE SULPHUR SPRINGS,

Much improved. Electric bells. Hot and cold baths. Terms 510 per week and upwards. Open all the year. GEORGE BOOKER, Owner and Proprietor. ap29-2m* edings can be carried out in one State in

THE CELEBRATED ROCKBRIDGE ALUM SPRINGS, VA., endorsed by the Medicial Society, of Virginia, as well as by other high medical authorities of the United

THE YEAR AROUND.

Commonwealth are groaning under the bur Capacity 1,300. Rates \$30 to \$70 per month, according to location of room and length of stay. Elevation 2,000 feet. Pamphlets at Garber & Co.'s and Chesapeake and Ohio Ticket Office. m. Show them that there is after all a egal remedy for the condition of affairs RAILEOAD THROUGH TO THE SPRINGS will hasten to turn it to account. New York has now shown them that there is a GEORGE L. PEYTON.

Managing Director. emedy through the operation of statutory s highly probable that the example which it has set will soon be imitated by a very

Rawley Springs, Va.

Excellent table; mineral baths in the cele rated fron water; new bath-house erecte-his season; a new and handsome Stier

THE FINEST IRON TONIC WATER IN AMERICA. .

YELLOW SULPHUR SPRINGS MONTGOMERY COUNTY, VA.
OPEN TO VISITORS JUNE 15, 1890. These springs are situated on the summit or pamphlets. jell-lin RIDGWAY HOLT, Proprietor.

BLUE RIDGE SPRINGS. VA. NORFOLK AND WESTERN RAILROAD.

SWEET SPRINGS,

MONROE COUNTY, W. VA. The most noted for its excellent and com-fortable accommodations in the two Virgi-nias. The hotel buildings and cottages are unequased in their superior construction and degance. Altitude over 2,000 feet. A short and beautiful drive from Railroad Station in splendid four-horse coaches. Terms reduced and beautiful splendid four-horse coaches. Terms reduced to \$15 per Week; \$50 per Month. Send for pamphiets. N. M. CARTMELL,

NOTICE OF REMOVAL.

Our METAL AND GRINDSTONE DE-PARTMENT has been moved FROM Nos rould ask the attention of our inclusions, to a construct the country, to our large took of IRON AND STEEL OF ALL KINDS, HEET AND PLATE IRON. TINPLATE, COPPER AND OTHER METALS, HORSE-SHOES, SPIKES, NAILS, NOVA SCOTIA this elegant hotel, with sever chambers, owned and run by

The undersigned Bondholders' Committee having undertaken to bring about an imme diate settlement of the above debt, the "Consots" and "Ten-Forty" Bonds, Coupons, and other unsettled obligations of Virginia may be deposited with either of the following

DEPOSITARIES:

Central Trust Company Brown, Shipley & Co. OF LONDON.

The Mercantile Trust & Deposit Co. OF BALTIMORE The Planters' National Bank

Either Depositary will issue its negotiable Trust Certificates on and after July Beautifully located on high, healthy subsequent coupons attached,

Prior Coupons. Ten-Fortles" with coupons of July 1, '90 and subsequent coupons attached.

Prior Coupons.

1. That any plan of settlement proposed be unanimously approved and recommended

ADVISORY BOARD,

GROVER CLEVELAND. THOMAS F. BAYARD, EDWARD J. PHELPS, GEORGE G. WILLIAMS.

in the policy of keeping the militia in good ADVISORY BOARD, it shall be advertised condition, that the allotment for Virginia of the \$400,000 appropriated by Congress for newspapers published in London, New York, arming and equipping the militia, is \$11,275. ore, and Richmond, and submitted to 3. After creditors have accepted a proposed settlement, in accordance with the agreement, it will be submitted to Virginia to be CONVERSION to the principles of tariff

> LISTED, AND THE CERTIFICATES WILL BE AS AVAILABLE FOR ALL THEMSELVES.

COPIES OF THE AGREEMENT AND PAMPHLET, CONTAINING A BRIEF HIS-TORY OF THE VIRGINIA DEBT, WILL BE FURNISHED, ON APPLICATION, BY ANY DEPOSITARY OR BY THE SECRETARY OF

COMMITTEE. G. S. ELLIS, SECRETARY,

CLEAN TOWELS. SOAP, COMBS, BRUSHES and TOILET CABINETS furalshed. Over two hundred offices and stores in Richmond furnished daily. Complete out to 25c, per week. Address RICHMOND TOILET SUPPLY COMPANY, 1804 west Cary

AUCTION SALES-Future Days. By John T. Goddin,

Real estate agent and auctioneer, Bank and Eleventh streets.

THE GREAT ALKALINE CHALYBEATE

Gives Strength and Blood. Send for test This letter is couched in very plausible and contals. Endorsed by the Virginia Medical

NOW OPEN.

HIO GRINDSTONES, &c., &. OUTHERN RAILWAY SUPPLY CO.

ADJUSTMENT OF

THE VIRGINIA DEBT.

1, 1890, for deposits of 'Consols' with coupon of July 1, '90, and

"Prior Coupons.
"Pealers" with coupons of July 1, '90.

and subsequent coupons attached. Old Bonds," dollar and sterling, with

coupon of July 1, '90, and sub-sequent coupons attached. " Prior Coupons.

And for all other obligations under agreement dated May 12, 1890, providing:

CONSISTING OF

2. After a proposed plan of settlement has

BE MADE TO THE STOCK EXCHANGES OF THE SEVERAL CITIES TO LIST THE CERTIFICATES FOR CONSOL AND TEN-FORTY COUPON BONDS AND SUCH OTHER CLASSES AS CAN BE PURPOSES AS THE SECURITIES

PREDERIC P. OLCOTT.

CHARLES D. DICKEY, JR., WILLIAM L. BULL, HENRY BUDGE,

je22,26,28 & jy1 54 WALL STREAT.

MONDAY, JUNE 30TH, 1890,

3d. A small TWO-STORY FRAME DWELL-ING. No. 1118, on the west side of Buchanan street. between Christian and Richards streets. The lot has a front of 26 feet 9 inches, and runs back about — feet.

This property being so convenient to the Chesapeake and Ohio Railroad shops, Richmond Locomotive Works, and in a rapidly growing section of the city, offers many advantages for speculators and others.

TERMS: One-fourth cash, balance six, twelve and eigteen months, negotiable notes, interest added, and title retained until all the purchase money is paid and a conveyance ordered by the court.

J. SAMUEL PARRISH, WILLIAM H. BEVERIDGE, HILL CARTER.

Special commissioners.

Epps, plaintiff, against Richardson, &c., defendants—in the Chancery Court of the city of Richmond:

I, Charles W. Goddin, clerk of said court. certify that the bond required of the special commissioners by the decree in said cause of June 23d, 1800, has been duly given.

Given under my hand this 23d day of June, 1800.

CHARLES W. GODDIN, Clerk.

[je24-61]

REAL ESTATE BUSINESS. CPENCER, SIGGINS & BOOZ,

WAYNESBORO AND BASIC CITY, VA.

REAL ESTATE, STOCKS AND INSUR-

W. M. YAGER & CO., REAL ES TATE BROKERS AND MANAGERS OF MAGIC CITY REAL ESTATE, EX-

CHANGE, ROANOKE, VA. Property of all kinds for sale or rent. Also ome beautiful farms for sale. Safe investments made for parties liv

ng at a distance, and returns promptly

ade. Correspondence solicited. my 17-2n R. D. BUFORD REAL ESTATE BROKER,

BEDFORD CITY . . VIRGINIA. Buys and sells all kinds of real estate or commission. Special attention paid to the in-Bayes and second second attention paid to the in-ommission. Special attention paid to the in-erests of investors in Bedford City and coun-my 13-3m

BRENAMAN & WATKINS. Real Estate, Stock Brokers and

Insurance Agents,

State officers of Virginia.

This elegant hotel, with seventy-five bed

Forty Beautiful Residences Built

and Contracted For.

BUS LINE

FOUR TIMES A DAY FROM POST-OFFICE.

PLATEAU

A mile and a quarter from

HOUSE

Overlooking the entire city.

LOTS Sold on monthly payments, and at

Extremely Low Figures. Electric Lights, Tel phone, and Two Daily Mail Deliveries.

CIGARETTES.



ALLEN & GINTER. CIGARETTES'AND TOBACCO MANUFACTURERS

RICHMOND, VA Factories: 6th and Cary and 7th and Cary Streets.

CIGARETTES.—Richmond Straight Cut
No. 1 (the original brand), Virginia Brights,
Opera Paffs, and other popular brands.
SMOKING TOBACCO.—Richmond Gem.
Curly Cut, Kichmond Straight Cut, Old
Rip Long Cut, Dixis Chop Cut, Smoking
Mixtures (cerly cut and granulated), and
Cut Ping Tobaccos &c. &c. All prepared
from the choicest tobaccos procurable.
mb26-tf
ALLEN & GINTER.

PRINTING. MHITTET & SHEPPERSON:

JOB PRINTING A SPECIALTY. TENTH AND MAIN STREETS, RICHMONDIVA ***** 787.

THE NORTH CAROLINA COMMISSIONERS' SALE OF A STEEL AND IRON COMPANY, DESIRABLE BEICK RESI-

OFFICERS.

Greensboro, N. C.

President, JAMES A. ODELL; Vice-President, JULIAN S. CARR; Secretary, CHAS, D. BENBOW; Trensurer, S. H. WILLY; General Manager, J. J. NEWMAN; Attorney, D. BENBOW; Trensurer, S. H. WILLY; General Manager, J. J. NEWMAN; Attorney, THEO, F. KI-UTTZ; Executive Committee, JAMES A. ODELL, D. W. C. BENBOW, JULIUS A. GRAY; Financial Agent, ROBT, T. GRAY, DIRECTORS—A. B. Andrews, Second Vice-President R. and D. R. R. Company, Raleigh; DIRECTORS—A. B. Andrews, Second Vice-President R. and D. R. R. Company, Raleigh; President Cape Fear and Yadkin Valley Hailway Company, Greensboro, N. C.; Julius A. Gray, President Cape Fear and Yadkin Valley Hailway Company, Greensboro, N. C.; Theodore F. Klutz, Attorney-at-Law and President Yadkin Valley Hailway Company, Durham, N. C.; D. W. C. Julian S. Carr, President Blackwell's Durham Tobacco Company, Durham, N. C.; D. W. C. Benbow, Greensboro, N. C.; Robert T. Gray, Attorney-at-Law, Raleigh, N. C.

THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

The Company will build at once Two Seventy-five Ton Furnaces, One to Make Bessemer Iron, and the other, Mill and Foundry Iron.

This company has purchased about 2.500 acres of land within and adjoining the corporate limits of Greensboro, bounded on the north by North Buffalo river, and beautifully located for building and manufacturing sites, at an average price of 435.00 an acre. This is no more than has been paid for the town site lands on which most of the industrial town of the South have been built up, and in comparison with which this has the immeasurable advantages of extensive railroad connections and facilities, unexcelled by any of them, at attractive, progressive town of 7,000 people to start with. Water works, gas works, electricity tworks, paved streets, churches and schools, elegant houses, an established society and all the attractions that pertain to an old community.

LAND SALES.

Judging from the experience of other development enterprises it would seem to be within a reasonable and conservative limit, to expect within two, or certainly three years, to realize from sales of lots, covering a comparatively small part of the total area of land purchased, an aggregate sum equal to the capital stock of the company. This, when added to the expected profit from this company's furnaces and other works, makes the opening for the investment of capital, one of the most inviting that has been presented to the public sinces the beginning of the present industrial era in the South.

In addition to the above 2,500 acres of building and manufacturing sites, this company owns several tracts of rich mineral lands, aggregating 1,737 acres. The Ore Hill tract proper, 261 acres in area, has been noted as an iron property for more than a century. Ores from it were used in the manufacture of iron during the kevolutionary war. During the late civil war the Confederate Government selected this locality as the site for large from and ordinance works, and appropriated a large sum of anoney to be used for that purpose. While the work of construction was in progress the war ended.

The lack of railroad facilities has made impossible, nitherto, the profitable utilization of these ores on any large scale. The locality is now gowever, made accessible by the tape fear and Yadkin Valley Railroad, which now passes through the property.

REPORT OF THE RUN

ORE HILL" CHAR-COAL FURNACE.

DEAR SIR.—When you asked m.2, some days sgo, what was the yield of metal at Ore Hill Furnace for every 100 pounds ore put in the ternace—at that time I could not recollect. Yesterday I was overhauling some of the Sapona Iron Company's papers, and came cross the furnaceman's report of the amount of charges put in and metal made during the irst ten days of April, 1895, from which I find that for every 100 pounds of ore charged, the arnace is created with a fraction over 30 pounds of metal. Yours truly, Salisbury, N. C., November 15, 1896.

From a Letter from S. A. Richards.

[Formerly Superintendent of Furnaces, Joliet Steel Company.]

e yein on Eikins and other places that stone 200,000 tons in all.

This does not include the specular ore at Ore Hill, which may be considered when deloped. This ore, used as a mixture, should yield 60 per cent, product, so that it would be to assume that Ore Hill and the deposits in the immediate vicinity, when all worker to assume that Ore Hill and the deposits in the immediate vicinity, when all worker ould yield 4,500,000 tons of pig iron. (Signed) Bessemer Iron in North Caro ina.

as an infinite times of samples of ores from the "Ore Hill" property. In examining these analyses it should be remembered that there are a number of voins of different kinds of ores on this property, and these samples are fair averages from all the veins:

	Metallic Iron.	Phosphorus
Prof. W. C. Kerr's report	57.41	none.
Prof. W. C. Kerr's report	58.67	none.
		.224
Dr. O. D. Allen		none.
*		none.
*		none.
** ************************************		219
Crane Iron Company		614
60		013
14		7 591
14	44,74	Addi.
per 16		20000
Booth, Garrett and Blair	GO.90	4200
A		400
		1833
	50.21	.822
S. A. Richards	59,90	.038
** ************************************		none,
	07.48	none.
** ************************************		none.
Prof. F. A. Genth.	57.68	none.
**		none,
**		none.
***************************************		none.
H. B. Nye	45.45	none.
H. B. Dye	37 99	none,
**	54 80	.276
######################################	EW 000	.038
**		
	ALTIMORE. MD., MI	irch 3, 1890.

iron at Greensboro.

Limonite. 50 per cent., f.o., b., at Ore Hill—2 tons ore at \$0.55.

Freight to Greensboro—2 tons, 40 M. at %c.
Coke, f.o. b. at Pocahontas—1% tons at \$1.65.

Freight to Greensboro—1% tons, 245 M. at %c.
(Imestone, f.o., b. at Germanton—14 tons at 0.30,

Freight to Greensboro—1% tons, 35 M., at %c.

Pay-roll—Officers and men.

Vouchers—Maintenance, repairs, etc.

Interest on \$10.00 per ton daily output

Cost of one ton pig at Greensboro... Fuel Supply.

Mr. J. A. Odell, Greensboro, N. C., President North Carolina Steel and Iron Company: Dear Sir,—I gave Mr. J. A. Gray to-day the following estimate of the cost of making pla on at Greensboro.

So much for the ores. Now, as to the question of fuel.

For reasons that will be set set forth further on, it has been decided to build the furnaces Greensboro. The C. F. and Y. V. road is now building from Mt. Airy, northward to the State line. The Norfolk and Western road is extending its Crippie Creek branch, which leaves the main line at Pulaski City, southward, to necetif, It is expected that connection will be made within a year. When that is accomplished, Greensboro will be but about 246 miles from the Pocahontas coke ovens, from which comes the best coke in America. Other roads are now building, and others still are projected, through Western North Carolina to the coking coal fields of West Virgina and Eastern Kentucky.

There is a possibility, however, not to say a probability, that the furnaces at Greensboro will be independent of that district in the matter of coke. The Deep tilver coal fields, fifty-three miles below Greensboro, and traversed by the C. F. and Y. V. road, are assuming increased importance every day, as they are explored and the coal tested. Mr. Fred. H. Smith makes, in his report, prominent and hopeful mention of this coal as a possible source of fuel supply for the Greensboro furnaces. It is favorably referred to also in the report of Professor Wilber.

Limestone.

Limestone is found in abundance near Germanton, about thirty miles above Greensboro on the C. F. and Y. V. road, in an ample supply and of as good quality as could be desired.

Location of Works.

The Company, after much deliberation, fixed upon Greensboro as being by far the most desirable place for the location of its works. It was selected because of its central location; its important railroad connections; its equable climate and remarkable healthfulnes; its farifty, enterprising and progressive spirit, and its unsurpassed advantages for general manufacturing. It is on the main live of the Richmond and Danville system, one of the greatest of North and South lines. It is on the Cape Fear and Yadkin Valley road, which, with the recent completion of the extension from Fayetteville to Wilmington, and the connection to be made next year at the State line, near Mt. Airy, with the Norfolk and Western, will be an East and West trunk-line, furnishing connection with the West, and a tide water outlet. Another outlet to the sea will be afforded by the road the Richmond and Danville company is now building from Raieigh to Norfolk. The Winston and Wilkesboro branches of the Richmond and Danville, penetrating the Bessemer ores of Western North Carolina, have their starting point at Greensbore. Southeast of Greensboro are hundreds of thousands of acres of magnificent timier, unculled, long leaf pine, and several varities of hardwood.

With the impetus given it by this enterprise, and with its advantages for iron and steel making and the manufacture of products using these as raw material, its advantages for wood-working shops of every sort, for textile industries, and for manufacturing in general, together with its attractions as a place of residence, Greens...oro ought to become one of the most important centres of industry is automated in the Southern States since, the ware and is desirable for the transfer of the most important centres of industry is automated in the Southern States since, the ware and is desirable of the the greatest industry languaged in the Southern States since, the ware and is desirable of the second of the most important centres of industry is automated in the southern States since, the wa M. Through tickets or sale on steamer and at Garaer's Agency, No. 1000 Main street, Baggage checked through.

of North Carolina.

This is the greatest industry launched in the Southern States since the war, and is destined to revolutionize steel-making in America. Capitalists should give this matter their carnest attention. It is worthy of it, many persons who are not considered over sanguing confidently expect this stock to be worth over \$250 per share, within two years. It should be remembered that this company owns all the properties alluded to, and they were bought at bed-rock prices—ann could be sold at a big advance now.

Subscriptions to Stock.

The capital stock of the North Carolina Steel and from Company is \$1.000,000, in shares of \$100 each. The purchase of ore properties and town site lands, and the work of organization, etc., will involve an outlay of about \$100,000. The remaining \$600,000 will be used for constructing and operating the two furnaces, and such allied industries as the company may dertermine to establish, and for developing and making valuable its town property.

The Company offers for sale at par, such of its stock as may not have been taken. It is to be paid for, one fourth down; and the remainder, to be subject to proper calls from the Board of Directors; cils not to be made for more than one-fourth at any one time; and not to be oftener than once in sixty days. Books of Subscription are Now Open At

THE DAVIS AND WILEY BANK, SALISBURY, N C. THE STOCK IS NON-ASSESSABLE JAND IS TO BE FULLY PAID UP

THE NATIONAL BANK OF GREENSBORO,

GREENSBORO, N. C.

RICHMOND & DANVILLE R. R. RICHMOND. FREDERICKSBURG AND POTOMAC RAILBOAD. Seried-self-standard time:

SHORTEST AND QUICKEST ROUTE SOUTH
AND SOUTHWEST.

SCHEDULE IN EFFECT APRIL 22, 1890.

LEAIN No. 52, 2:30 A. M.

SOUTHERN EXPRESS, daily, for Danville.

Greensboro Winston-Salem, Durham.

Greensboro Winston-Salem, Durham.

Siesping car Rich mond to New York. LEAVE RICHMOND:

TRAIN No. 52, 2:30 A. M.

COUTHERN EXPRESS, daily, for banville,
I Greensboro Winston-Salem, Durham,
Raleigh, Randleman, Salisbury, Asheville,
Hot Springs, Charfotte, Columbia, Alken,
Augusta, Atlanta, Birmingham, Montgomerv, New Orleans, Texas, and Celifornia,
Pullman palace sleeping-cars Richmond to
Danville and Danville to Asheville, Augusta,
Birmingham, and New Orleans.

TRAIN No. 54, 11:00 A. M.

VIRGINIA AND NO6TH CABOLINA EXPRESS, daily, for Burkeville, all stations on the Norfolk and Western Rairroad,
Lynchurg, Knoxville, Chartanooga, Memphis, and Nashville; also for Keysville,
Clarksville, Oxford, Henderson, Durham,
and Raleigh.

TRAIN No. 50, 3 P. M.

TMAIN MAIL, daily, for all points on the

RAILROADS.

and Raleigh.

TRIAIN No. 50, 3 P. M.

I AST MAIL, daily, for all points on the Farmville and Powhatan Railrond, Banville, Greensboro, Winston-Salem, Raleigh.
Charlotte, Asheville, Columbia, Augusta, Alianta, Biraingham, Montgomery, New Orleans. Texas, and California. Pulman paince sleeping-cars Danville to Augusta and Atlanta, and at Greensboros sleeper via Asheville to Morristown, Tenn.

AMPLIA ACCOMODATION, daily, except Sunday, for Amelia Courthouse and Intermediate points.

A TLANTIC COAST LINE. 6:45 a. m. arrives Elba. Leaves Ashland at 6:05 a. m. aecommodation; arrives at Byrdstreet station; leaves Ashland at 7:37 a. m. arrives at Elba; leaves Ashland at 5:30 p. m.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-

LEAVE RICHMOND RYRD-STREET STATION.

9:40 A. 3t. Dally, via Petersburg. Richmond and Norfolk through express. Ar rive Norfolk 12:25 P. M. Stops only st Petersburg and Buffolk. A second train, leaving Petersburg at 11:30 A. M., and arriving at Norfolk at 2 P. M., stops at all stations.

1:0 A. M. Dally, via Petersburg. Arrive at Petersburg 10:18 A. M. No. 3 leaves Petersburg 11:15 A. M. for Farnaville, Lynchurg at 12:25 P. M. and 5:05 P. M. make close connection at Petersburg 10:18 A. M. for Farnaville, Lynchurg at 12:15 A. M. for Farnaville, Lynchurg and all points Bouth and West,

3:25 P. M. Dally, via Petersburg. Arrives at September 20:18 P. M. and September 20:18 P. M. SULLY. Superiolendent,

LEAVE RICHMOND.

8:30 A. M. Limited, daily, for Old Point an Norfolk, Chair car Richmond L Old Point.

11:30 A. M. Express, daily for Cincinnate Pullman Sleeping Car Richmond to White Subhur, and Pullman Sleeper Charlottesville to Cin-cinnate, ULLMAN SLEEPING-CAR ACCOMMODA-PULLMAN SLEEPING-CAR ACCOMMODATIONS.

No. 1—Sleeping-car Fetersburg to Bristot without change leaving Petersburg daily at 12:40 A. M. Fullman sleeper Lynchburg to Memphis, without change.

No. 3—Pullman sleeper Lynchburg to Rome, and Roanoke to Memphis, without change.

Tickets, baggage-checks, and all information can be obtained at Richmond and Petersburg Railroad depot, A. W. Garber's, 1000 Main street, and at the Company's office, 901 east Main street.

R. W. COURTNEY, Passenger Agent,

Passenger Agent,

> 11:20 A. M. and 7:45 P. M. datly from Norfolk, Station: Broad street near Seven centh. JAME RIVER DIVISION,

Steamers leave Richmond EVERY TUES-DAY and FRIDAY at 5 P. M. Manifest of ea one hour before salling time. Steamers beave New York for Richmond EVERT WEDNISSDAY and SATURDAY at 3 P. M., arriving in Richmond MONDAY and FRIDAY mornings. Passenger accommodations unsurpassed.

berth) 90 00

Kound-trip tickets, limited to thirty
days after date of issue 14 00
Steerage, with subsistence 60 00
Steerage, without subsistence 50 00
Cabin fare via Chesapeake and Ohio
Limitoud 10 00 FARMVILLE AND POWHATAN RAILROAD COMPANY,—General office, No. 703 cast Moin street.—Schedule in effect APRIL 16, 1890:

ABRIVE AT RICHMOND.

LEAVE RICHMOND.

9:00 A. M. 9:45 A. M. 10:00 A. M. 10:45 A. M. 11:00 A.M.11:45 A.M. 12:00 M. 12:45 P. M. 19:00 P. M. 1:45 P. M. 2:00 P. M. 2:45 P. M. 3:00 P. M. 3:45 P. M. 4:00 P. M. 4:45 P. M. 6:30 P. M. 7:15 P. M. 7:30 P. M. 8:15 P. M. Round trip to Seven Fines, 25 cents, ja26-1y

At New Port News for Hampton and Smithfield, Va.
And at CLAREMONT with the Atlantic and Danville Railroad for Waverly, Ricksford, and all stations.
ONLY ALL WATER ROUTE.
JAMES RIVER BY DAYLIGHT.
GREAT TOURIST LINE.
JAMESTOWN, DUTCH GAP, AND WAR SCENERY.
RATES LESS THAN HALF CHARGED BY RAIL LINES.
FARE TO OLD POINT AND NOFFOLK, \$1.50, STRANGHT; \$2.20 ROUND TRIP; \$1. SEUND-CLASS, FIRST-CLASS MEALS.
The clegant and fast steamer ARIEL.
CAPTAIN DEYO, (carrying United States mail), leaves Richmond every
MONDAY, WEDNESDAY AND FRIDAY AT 7A. M. (SIREET-CARS GO DIRECTLY TO STEAMER'S WHARF) for above-samed places. Returning, Ine steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 6 P.
M.
Through tickets or sale on steamer and at VIRGINIA FIRE & MARINE Insurance Company STATE-ROOMS ENGAGED FOR DAY OF NIGHT.

FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, Hicksford and Alexandria, Va.; Washington, D. C.; Newberne, Washington and Tarboro, N. C.; all stations on Atlantic and Danville, Seaboard and Powhatan Railtonds, and Eastern North Carolina generally; also, for Eastern Shore of Virginia and all regular landings on the James river at LOWEST RATES, and through bills issued, LUCIEN B. TATUM, Vice-fresident, No. 1117 Main street and Rocketts, IRVIN WEISIGER, Freight and Fassenger Agent. Half Century in Successful Operation. INSURANCE AGAINST

This old Virginia institution bases a very short and compresensive policy free of re-strictions and liberal in its terms and condi-tions.

WM. H. PALMER, President. AH. McCARTHY, Secretary, McG. FISHER, Assistant Secretary, 16 21-14 W

ROYAL GALLERY OF POSTRY AST

E. O. NOLTING.
CAPT. GEO. W. ALLEN
DR. FRANCIS,T. WO LIS.
D. O. DAVIS

Sleeping car Rich mond to New York.

8:50a. m. arrives at Byrd-street station daily Sleeper from New York.

2:38 p. m., arrives at Byrd-street station daily stops at Frederickaburg, Milford, Bothwell, and Ashland. Sleeper from Washington and New York does not stop at Elba.

9:45 p. m. arrives at Byrd-street station daily except Sanday.

ASHLAND TRAINS.

6:48 a. m. leaves Elba. Arrives at Ashland at 7:33 a. m.
4:00 p. m. accommodation, leaves Byrd-street station; arrives at Ashland at 5 c.m.
6:24 p. m. leaves Elba; arrives at Ashland at 7:03 p. m.

CLOVER LOCAL, daily, except Sunday, freight train with coach attached, for Clover, Va., and intermediate points.

ARRIVE AT RICHMOND:
Train No. 53 at 5:15 A. M.; No. 51 at 3:30
P. M., No. 55 at 4:30 P. M. and No. 41 at 8:45
follows:

TRAINS SOUTHWARD. YORK RIVER LINE VIA WEST No. Richmond Petersburg.

POINT.

DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE
PHILADELPHIA, AND NEW YORK.

LEAVE RICHMOND:
TRAIN No. 51, 3:20 P. M.

COLUMB 1 - 8:40 A M. 9:35 A M. Sunday Accom.

23 - 9:15 A M. 10:18 A M. Norfolk Special.

33 - 9:40 A M. 10:18 A M. Norfolk Special.

34 - 42:58 P. M. 3:35 P. M. 4:15 P. M. Norfolk Train.

35 - 15:15 P. M. 3:35 P. M. 4:15 P. M. Norfolk Train.

36 - 15:15 P. M. 3:35 P. M. 4:15 P. M. Norfolk Train.

37 - 11:20 P. M. 12:02 A. M. Accommodation.

43 - 7:30 P. M. 8:30 P. M. Sunday Accom.

TRAINS NORTHWARD

LEAVE RICHMOND:
TRAIN No. 51, 3:20 P. M.

LOCAL EXPHENS, daily, except Sunday.
Stops at all stations. At Lester Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Point.
TRAIN No. 55, 4:35 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with york-river steamers for Baltimore. At Baltimore steamers connect with Baltimore and Onlo Railroad for Washington, Pulladelphia, and New York. FARE: Richmond to Baltimore and Onlo Railroad for Washington, Pulladelphia, 34:80; New York, \$7.30. ore, \$2; to IR. FARE: Richmond to Ball:

See New York, \$7.30 A. M. See A. M.

TWO DAILY TRAINS TO NORFOLK.
TWO DAILY TRAINS TO LYNCHBURG,
SCHEDULE IN EFFECT MAY IL 1890.
LEAVE RICHMOND BYRD-STREET STATION.
THO TRAINS TO NORFOLK.
Richmond, 93:40 A. M. Norfolk, 12:25 P. M.
Norfolk, 48:10 A. M. Rich'd, 21:48 P. M.
Norfolk, 48:400 P. M. Rich'd, 21:48 P. M.
The trains beyond Richwood at 0:40 A. M.

3.25 P. M. Daily, via Petersburg. Arrives at Petersburg 4:15 P. M., daily leaves Petersburg 4:15 P. M., daily leaves Petersburg 4:16 P. M., daily leaves Petersburg 4:16 P. M., daily leaves Petersburg 4:120 P. M. Daily, via Petersburg at 12:24 P. M., compecting with Train No. 1, leaving Petersburg at 12:24 A. M., for Parmville, Lynchburg and all points South and West.

11:60 A. M. Daily, via Burkeville, for Farmville, Lynchburg and the West and Norfolk. Chair car Richmond & South.

8:30 A. M. Lanted, daily, for Old Point an Norfolk. Chair car Richmond & South. E. T. D. MYERS.
General Superintendent
T. M. EMERSON, General Passenger Agent. CHESAPEAKE AND OHIO RAIL-

ARRIVE AT RICHMOND. 7:45 A M. and 2:50 P. M. daily from Cin-7:25 P. M. from Bothwell, daily, except

STEAMSHIPS.

OLD DOMINION STEAMSHIP COM-

FOR NEW YORK.

Cabin fare to New York via James river route (including meals and berth).....

VIRGINIA STEAMBOAT COM-

JAMES RIVER LINE FOR THE SEASHORE, CHEAPEST AND MOST
PLEASANT ROUTE TO OLD
PORTSMOUTH, VIRGINIA BEACH, OCEAN
VIEW, NEW PORT NEWS, CLAREMONT, AND JAMES RIVER
LANDINGS.

CONNECTIONS:

CO

FREIGHT.

(R. & A. R. R.)

LEAVE RICHMOND.

9:00 A. M. Mail daily for Lynchburg, Lexington and Cliffon Forge.

4:30 P. M. For Lynchburg (except sunday),
Sleening car for Lynchburg.
A train leaves Lynchburg.

6:15 A. M. (except Sunday) for
Lexington, va., and Cliffon

Lexington, Va., and Forge.
ARRIVE AT RICHMOND.
6:30 P. M. daily from Clifton Forge.
8:20 A. M. (except Sunday) from Clifton Forge.Lexington, Va., and Lynchburg.
Station: Eighth and Canal streets.
G. W. STEVENS, General Sup. Fintendential.
ie 22 General Passenger Agent.

ARRIVE AT RICHMOND.

8:45 a. m. via Richmond and Danville Railreal from Farnville, Antioch,
Meitae, Cumberland Courthouse,
Sunnystide, Tobaccoville, Ballsville, Belona, Powhatan Courthouse, Eppes Fails, Winterpock,
Skinquarter.

12:15 p. m. via. Richmond and Petersburg
Railroad from Winterpock, Summit, Perdue, Beach, Fendley.

LEAVE RICHMOND.

3:00 p. m. via Richmond and Danville Railroad for Farmville, Comberland
courthouse, Powhatan Courthouse and all intermediate points.

5:15 p. m. via Richmond and Petersburg
Railroad for Eppes Fails, Winterpock and all intermediate
points.

All trains daily except Sunday.
For tickets, buggage checks, time-tables,
de., call upon A. W. GARBER. Richmond
and Panville Railroad and Richmond and
Petersburg Railroad.

P. M. BUCKINGHAM,
General Passenger Agent,
JAMES R. WERTH, General Manager.

1920-19

RICHMOND CITY AND SEVEN TO PINES HAILROAD SCHEDULE. Station, Twenty-sixth and P streets. Electric cars connect with all trains.

INSURANCE.

RICHMODA Assets - - \$580, JOO.

FIRE & LIGHTNING.